

**Leesburg Standing Residential Traffic Committee
Minutes of Monday, June 5, 2006**

The Leesburg Standing Residential Traffic Committee met on Monday, June 5, 2006, in the Lower Level Conference Room of the Municipal Government Center, 25 West Market Street, Leesburg, Virginia. The meeting was called to order at 7:04 p.m.

Members Present

Elizabeth Whiting, Chair
Sandy Kane, Vice Chair
Terry Elvers
Mary Ann Glennon
Gabe Kelemen
Brian Rolston

Town Staff Present

Calvin Grow
Mike Bomgardner
Nick Colonna
Jim Chandler

Members of Public

Joanna Edwards
Lora Kite
Greg Kite

1. *Minutes:* On motion by Sandy Kane, seconded by Terry Elvers, the minutes for the May 1, 2006 meeting were approved unanimously.

2. *Public Comment:* There was no public comment.

3. *VRTA matters; SRTC terms:* (i) Kathleen Leidich reported that VRTA retained site selection specialists and hoped to complete selection of the new hub site in the next 30 days. In response to Sandy Kane's inquiry, she reported that none of the candidate sites was along Sycolin Road. (ii) Kathy Leidich also distributed a draft staff report and resolution that responded to comments Sandy Kane had made at a recent Town Council meeting, asking the Town Council to consider staggering terms for the "civilian citizen" members of the committee, so that the threat of losing 100% of institutional memory/competence every two years was eliminated. In response to Liz Whiting's inquiry as to why terms were shown as remaining two-year rather than four-year after the transition, Kathy Leidich replied that this is the model followed by the Town Code, even though there seemed to be interest to move to a four-year term standard, with terms coinciding with the term of the appointing Town Council member. In light of that model, Liz Whiting suggested that backing the two-year model, with half of the appointments expiring each year, would make sense, especially since the SRTC membership is not tied to particular Town Council member nominations. The Committee agreed that, in addition to strength's afforded the Committee by the full participation given to the staff appointees, the requirement of geographical diversity—which will not necessarily result from at large election of Town Council members—is important to the effectiveness of the Committee and public confidence that residential traffic concerns from every neighborhood are fairly evaluated. On motion by Sandy Kane, seconded by Brian Rolston, Kathy Leidich's materials for implementing staggered terms for the Committee were unanimously recommended.

4. *All-way stop sign requests at Rockbridge Drive/York Lane:* Mike Bomgardner reported that traffic studies did not reveal average speeds of 31 mph or greater. In

response to Liz Whiting's inquiry regarding the accident history related by the residents, Mike Bomgardner reported that only one had occurred at that location in the past three years. After being asked for comment, Joanna Edwards noted that while that may be true, both the 2000 and 2005 accidents involved the same property on the southwest corner of the intersection, with the second resulting in even a greater penetration of the front yard than the earlier accident. After noting that the speed studies did not appear to account for speeds at the location that is perceived as a hazardous location by some residents, the Committee asked for follow-up speed studies at the intersection of Rockbridge Drive with York Lane.

5. *Update on '07 budget request:* Calvin Grow reported that bids for the Town's requirements contract on asphalt, raised crosswalks, and related road and sidewalk construction items were delayed to June 15th. In light of the usefulness of real numbers and their impact on the FY '07 budget, the Committee deferred this item to the July meeting.

6. *Evergreen Meadows (Alpine Drive) speed study:* Calvin Grow presented speed study results and confirmed that average speeds at the study locations (either side of Alpine Drive/Balch Springs Circle intersection) were 27 mph or lower. While no further action absent special circumstances is warranted under the adopted program, the Committee recommended that the Police Department schedule use of the SMART trailer for educational purposes.

7. *Woods Edge Drive study results:* Calvin Grow noted that follow-up speed studies along Woods Edge Drive showed some reduction in speeds following the SMART trailer deployment and he confirmed that one confirmed a 31 mph average. Discussion among the Committee members and with Mr. and Mrs. Kite indicated a willingness to consider either speed cushions or all-way stop signs. Noting the twisting curvature of the road on the staffing documents, the Committee endorsed Calvin Grow's suggestion that sight distance studies would be helpful. At Brian Rolston's suggestion, sight distance at the intersection of Woods Edge Drive with Catskill Court will be added to research sight distance at the intersections with Tinsman Drive and Lackawanna Way.

8. *Oakcrest Manor Drive speed cushion request:* Staff studies confirmed average speeds of 28 mph or less. The Committee recommended that any identified periods of recurring speeding be recommended for selective enforcement.

9. *Potomac Station Drive/Tonquin Drive update:* Calvin Grow reported that the estimated cost for installing the recommended signal trigger had increased by \$1,000.00 for each directional set, but that Mike Lundsford had agreed to fund one set and a purchase order was issued by the Loudoun County Public Schools. Liz Whiting apologized to the Committee for not getting out a letter to the Loudoun County Parks and Recreation Department to seek funding for the companion set. Calvin Grow reported that his inquiry for appropriate contacts in the County system suggested that this would be treated as a School Board obligation. Liz Whiting agreed to follow up with the County

Parks & Recreation department. The Committee also agreed to follow up with recreation leagues and, possibly, with the PTO/PTA s for the two schools.

10. *Heritage Way Cut-through Truck Restriction:* Calvin Grow presented the Town Council concern that the location of a furniture store as well as office and veterinarian center on Fort Evans Road between Heritage Way and East Market Street will prompt inappropriate cut-through truck traffic from Edwards Ferry Road to these sites. Calvin Grow will keep the Committee informed as to the public hearing schedule. In response to a suggestion from Liz Whiting, Calvin Grow will also follow up with the Town Attorney whether the staff studies required by the cut-through policy can be undertaken in advance of the public hearing.

11. *Tavistock Drive/McCallister Drive Speed Study:* The speed studies did meet the average 31 mph threshold on weekends; therefore, the Committee felt that the location of the intersection next to Cool Spring Elementary School, the volume of traffic on Tavistock Drive and its width, and volume of pedestrian crossing traffic, support follow-up with use of the SMART trailer and police enforcement on weekends.

12. *Committee concerns:* (i) Gabe Kelemen renewed her request for enforcement at the crosswalk to Ida Lee at the intersection of North King Street and Oakcrest Manor Drive. (ii) Gabe Kelemen also noted, confirmed by Mary Ann Glennon, that drivers exiting the Rust Library have been observed using the handicapped ramp from the Rust Library parking lot onto the walkway separating the Rust Library parking lot from the Ida Lee parking lot for access. Jim Chandler volunteered to follow up and report back to the Committee what measures could be taken to enforce/enhance intended use. (iii) Sandy Kane reported that Mr. and Mrs. Hall from North King Street reported continuing speeding problems on this entry from the north; the Committee asked that this be forwarded to the Police Department for selective enforcement. (iv) Mary Ann Glennon inquired about the timing for completion of the trail northwest from the existing terminus in Ida Lee to a location entering the park opposite the United States Equestrian Association (USEA). Nick Colonna indicated that he would report back to the Committee regarding this. (v) Jim Chandler distributed the proposed 2030 Plan for Northern Virginia transportation improvements, noting that no new projects were added, that some completed projects were removed from the list and others pushed to later years. The Committee noted Loudoun County's opposition both to the Route 15 expansion and construction of the Western Bypass.

The meeting adjourned at 9:14 pm. The next meeting is Monday, July 3 at 7:00 pm. Staff is to contact Liz Whiting if anything arises needing Committee consideration in the interim.